

PROSPECTUS OF OLIVERS FREEHOLD MINES, LIMITED.

INCORPORATED UNDER THE ORDINANCES OF HONGKONG 1865 TO 1891, BY WHICH THE LIABILITY OF SHAREHOLDERS IS LIMITED TO THE AMOUNT OF THEIR SHARES.

GENERAL MANAGERS:
JOHN D. HUMPHREYS & SON.

CAPITAL £300,000
DIVIDED INTO 15,000 "A" OR VENDORS' SHARES AND 45,000 "B" OR ORDINARY SHARES OF £5 EACH.
(OF WHICH 10,750 "A" SHARES AND 5,000 "B" SHARES HAVE BEEN ALLOTTED AND 1,250 "A" SHARES AND 25,000 "B" SHARES ARE NOW OFFERED FOR SUBSCRIPTION.)

TERMS OF SUBSCRIPTION FOR "B" SHARES: £1.00 PER SHARE ON APPLICATION, £1.50 PER SHARE ON ALLOTMENT.

The balance at call in instalments. Two months' notice to be given in respect of each instalment called up. Any person may apply for 1 "A" share for every 20 "B" shares applied for by him. The "A" shares are payable, £1 on application and the balance, £4, on allotment. Application for Shares accompanied by a deposit of £1 per Share must be sent to the HONGKONG AND SHANGHAI BANKING CORPORATION at its Head Office or at any of its branches on or before the 15th day of January, 1896. For forms of application apply in Hongkong to JOHN D. HUMPHREYS & SON, General Managers, or to A. S. WATSON & CO., LIMITED, at Canton, Foochow, and Shanghai. The Company was formed to acquire and has purchased the Olivers 100 Acre Freehold and other properties adjacent thereto belonging to the Vendors with the Machinery, Stamps, &c., thereon for the price of £50,000, which has been paid and satisfied by the allotment to the Vendors of 10,000 fully paid "A" or Vendors' Shares, and has also purchased the Eureka Mine and the plant and machinery connected therewith situate on the Eastern boundary of Olivers Freehold for the price of £35,000 which as to £10,000 has been paid and satisfied by the allotment to the Vendors of 2,000 fully paid "A" or Vendors' shares and as to £25,000 the balance is payable in cash. All shares participate equally up to 25 per cent. per annum yearly dividend on the amount paid up on each share, but all profits in excess are divided equally between the holders of "A" Shares and "B" Shares. It is not contemplated at present to issue any more shares, but should it become desirable to develop the property on a larger scale the General Managers will propose to the Shareholders that the balance of shares, viz., 15,000 "A" Shares or such part thereof as may be thought advisable be issued.

The following is the Report on the property made by Mr. J. D. HUMPHREYS:— Mr. I arrived in Sydney on Saturday, the 13th July last, where I met by appointment Mr. CHARLES WILLIAMS, a mining expert from Victoria. Mr. WILLIAMS has been personally known to me since 1854; I have absolute confidence in his integrity, skill, and judgment. We left Sydney together on Tuesday, the 16th July, and arrived at Mount McDonald on the day following, and commenced our inspection the same afternoon. The Freehold consists of 100 acres of auriferous land in the form of a direct square, each side of which measures 2,087 ft. 6 in., or 695 yards, 2 feet, 6 inches. The position is to the West of the Eureka Gold Mine, and extends at right angles from its own Eastern Boundary in a Westerly direction, across a creek or water course to the opposite range of hills, on the Northern slope of which the greater part of its area lies. The water course which runs through the Freehold divides two ranges of auriferous hills, and finally empties itself into the River Lachlan, about three miles to the South of the limit of the Freehold, which supplies the battery belonging to the property, situated at Mount McDonald in the district of Carcoosa in the province of Bathurst, New South Wales. The Battery itself is to the West of the reservoir, and consequently on the Western side of the creek near the Southern boundary of the property, and its site was selected with excellent judgment as quartz can be carried to it or hauled to it not only from all parts of the Freehold itself but from all the workings in the neighbourhood at little cost. The Machine house, moreover, being close to its water supply, involves no waste of power in feeding the boilers. The Water Supply consists of a reservoir formed by a dam across the creek, and is fed by a watershed of considerable extent embraced by the surrounding hills, and I was informed by men who had been working on the ground for years that the supply never failed in the driest season, from which I inferred that the rainfall is supplemented by subsoil drainage and springs. For fuel there is abundance of good timber in the vicinity. The Machinery we found to be of the best description and comprises a first-class engine and two good boilers. There are 4 batteries of 5 head of stamps capable of crushing about 20 tons a day in all, as well as 3 pans, shaking tables, and all necessary machinery for extracting from the ore the greater amount of gold it will pay to take out. The inspection of the rest of the Freehold was greatly facilitated by the whole of the scrub having been cut down before we arrived, so the estate was laid bare and could be viewed from a convenient spot on the hill from end to end. A party of Tibbators, at work on the Freehold not far from the battery, was raising ore which yielded over 2 oz. to the ton on each crushing. The men informed me that they discovered the reef on the surface in walking over the hill after rain, by observing gold in quartz at the bottom of a cart rut which had been washed clean by the water flowing through it. The old workings are of the most primitive description, having evidently been made by alluvial miners unaccustomed to quartz. The reefs were worked from the surface down without timbering, until it became dangerous to go deeper. None of these workings were any depth, and the mine from water. It is evident that as soon as water was reached the miners ceased to work, and the reefs were abandoned. This part of the district was, moreover, at the time infested by bands of desperate bushrangers who rendered residence there very undesirable. It was a long time before the Government was able to bring them down, owing to the nature of the country. Undoubtedly large deposits of gold, and probably exceptionally rich deposits, will be found when these reefs, which proved so good on the surface, are worked to a depth by quartz mining, experts under honest and experienced management, backed by sufficient capital. The ground is already prospected; it is well known where the gold has been got near the surface, and it is only necessary to sink properly timbered shafts and get below these old workings and work up. Some of these shafts will require pumping gear. As far as I know, it has never been heard of that quartz reefs rich in gold near the surface failed to yield good results at a greater depth. Such reefs have been profitably worked at Bendigo and other places to a depth of close on 3,000 feet, and are still at work after 40 years. Given sufficient capital, economically administered, or expended, as it would be in any other business, expected to pay, I am of opinion that better results will be obtained from the working of Olivers Freehold Mines than are obtained by 99 out of 100 of the Gold Companies floated in London and elsewhere. Eureka Mines lies on the Eastern boundary of Olivers Freehold and consists of several Gold Mines, Lodes lying between the Queen Mine on the North and the Great Eastern Mine on the South. It will be seen by reference to the map that to the South of the Great Eastern Mine three lots lying on either side of the creek which runs through the Freehold and discharges itself into the Lachlan River have been secured, thus giving to the Company a magnificent water supply. The new shaft of the Eureka, has been sunk to a depth of 85 feet. The old workings before the miners were flooded out yielded to a depth of 140 feet not less than 1 oz. of Gold per ton, with occasional better results. This is recorded in the Government Reports. It is in this mine that the Company's operations will commence by deepening the new shaft by about 120 feet. This shaft has been properly timbered as far as it goes and is surrounded by poplar heads in the vicinity of which is a machine house with necessary winding and pumping gear for feeding the mine from water. All were in good order and fit to commence work when required. The further sinking of the shaft is thought difficult and the cost of labour and properly timbering will be only about £1 per foot. When the sufficient tunnels will be driven to the North and South and the reef will be worked upwards, which is the most economical plan. The amount of water to be dealt with of course increases the cost of mining and renders it impossible for ordinary working miners to develop such properties on their own account, but it is not disadvantageous for those having means in a country subject to drought.

One of the drawbacks to the development of mining in the district has been that there was no proper accommodation for miners of the better class with their wives and families, and it is proposed to build a few comfortable cottages to induce this class of men to settle on the property. The operations of the Company will at first be limited to deepening the Eureka new shaft and driving tunnels through the reef. It is confidently anticipated that this mine being taken over in a working condition will pay expenses from an early date and within a short time win good results. A map of the mines, attached and also a map of New South Wales showing Railways and the direction of the Reefs running through the property with the position marked of some of the principal mines:—

Viz:—No. 1.—Ophir—where Gold was first discovered in Australia.
No. 2.—Lacknow—The Wacknow Primary Company, £500,000 Capital.
No. 3.—Mount McDonald—Olivers Freehold Mines including Eureka.
No. 4.—Adelung—Gibraltar Gold Mining Company floated in London, October 1895, Capital £500,000 fully subscribed.

JOHN D. HUMPHREYS & SON,
GENERAL MANAGERS,
HONGKONG.

Today's Advertisements.

OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896.
(Subject to Alteration.)

Steamship "ALOUIN,"
TUESDAY, 15th JAN.
TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship

"ALOUIN,"
will be despatched hence for VICTORIA, B.C., and PORTLAND, OREGON, via KOBE and YOKOHAMA, on TUESDAY, the 21st January.

Consular Invoices of Goods for United States Points should be in QUADRUPPLICATE; and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to

SHEWAN & Co., Agents.

Hongkong, 15th January, 1896. (109)

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI, VIA SWATOW.
(Taking Cargo and Passengers at through rates for CHEFOO, HANKOW and PORTS on the YANGTZE.)

THE Company's Steamship

"CHOYSANG,"
Captain Saver, will be despatched as above TO-MORROW, the 16th instant, at 4 P.M.
For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers, Hongkong, 15th January, 1896. (117)

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA,"
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to read in their Bills of Lading for counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARILL & Co., Agents.

Hongkong, 15th January, 1896. (118)

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Steamship

"KAIFONG,"
Captain Dewar, will be despatched TO-MORROW, the 16th instant, at Noon.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 15th January, 1896. (115)

FOR KOBE (DIRECT).

THE Steamship

"RHODORA,"
Captain Williams, will be despatched for the above Port on THURSDAY, the 23rd instant, at Noon, instead of as previously advertised.
For Freight or Passage, apply to DODWELL, CARILL & Co., Agents, Hongkong, 15th January, 1896. (120)

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"ETON,"
Captain Brophy, will be despatched as above on or about THURSDAY, the 23rd instant.
For Freight or Passage, apply to DODWELL, CARILL & Co., Agents, Hongkong, 15th January, 1896. (124)

Intimations.

BY SPECIAL APPOINTMENT.

WATKINS & CO.,

SOLE AGENTS in HONGKONG and the EMPIRE OF CHINA FOR

SCOTT & BOWNE, LD.
Scott's Emulsion and Plasters.

THOMAS BEECHAM.
Beecham's Pills, &c.

BOVRIL, LIMITED.
Bovril and Bovril Wine.

BERKEFELD CO., LIMITED.
Tap and House Filters.

GRANVILLE & CO.
"Esses" Field and Powder.

FRANCIS & CO., LIMITED.
(Nine Elms Brand) Portland Cement.

THEO. RICKSECKER.
Perfumes and Toilet Regalities.

COLUMBIA CHEMICAL CO.
Animal Extracts, &c.

WATKINS & CO.,
65, Queen's Road Central.

SPECIAL TERMS OFFERED TO DEALERS.

Today's Advertisements.

A MASONIC BALL,
UNDER THE AUSPICES OF THE DISTRICT GRAND LODGE OF HONGKONG AND SOUTH CHINA, WILL BE HELD AT THE CITY HALL, ON MONDAY, 17TH FEBRUARY, 1896.

To commemorate the Jubilee of the introduction of FREEMASONRY into Hongkong and the founding of the ZETLAND LODGE, No. 525.

Intending Subscribers will find Lists at THE HONGKONG CLUB, THE HONGKONG HOTEL, THE VICTORIA HOTEL, THOMAS GRILL ROOMS, Messrs. CAMPBELL & MOORE, FAYCONER & Co., KELLY & WALSH, LANE, CRAWFORD & Co., A. S. WATSON & Co., LD. Hongkong, 15th January, 1896. (117)

CHINA NAVIGATION COMPANY, LIMITED.
FOR AMOY AND SHANGHAI.

"SHENGKING,"
Captain Vaidin, will be despatched TO-MORROW, the 16th instant, at Daylight.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 15th January, 1896. (114)

"GLEN" LINE OF STEAM PACKETS.
FOR LONDON, VIA SUEZ CANAL.
THE Steamship

"GLENFARG,"
Captain Selby, will be despatched as above TO-MORROW, the 16th instant, at 4 P.M., instead of as previously notified.
This Steamer has Superior Accommodation for Passengers, and carries a Doctor and Stewards.
For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents, Hongkong, 15th January, 1896. (119)

Intimations.

DAKIN, CRICKSHANK & COMPANY, LIMITED,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.
SODA WATER.
LEMONADE.
GINGER ALE.
SARSAPARILLA.
RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSES and other Large Consumers.
Any complaints should be addressed to the Manager.

Hongkong, 3rd May, 1896. (116)



A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINES AND SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best goods at MODERATE PRICES.

PRICE LISTS.

With Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERRY—Excellent Dinner and After Dinner Wines of very superior Vintage. All are New Wines.

done, we have decided to do it; and care shall be taken to secure the utmost accuracy of style by consulting the aid of foreign experts in English writing.

The leading feature of *The Far East* will be:

(1) Politics, industry, commerce, military and naval affairs, religion, science, literature and arts will be discussed, with the object of showing the past history, present condition and future prospects of the Japanese national life.

(2) Each number will contain a survey of current events in, and relating to, Japan and the Far East.

(3) In editorial articles deliberate opinions will be pronounced on important questions of the time, and the foreign relations of Japan will receive special attention.

(4) A large space in each number will be assigned to contributions mainly by Japanese writers. Foreign contributors, however, are not excluded.

(5) Our columns will be open to correspondents, both foreign and Japanese, the power of selection remaining with the Editor.

Other features will be added from time to time, always with the same design. To be an exponent of the national aspirations of Japan is the aim which we shall always keep in view in conducting *The Far East*.

REUTERS' MESSAGES.

GREAT BRITAIN AND THE UNITED STATES.

LONDON, January 15th.

Mr. Chamberlain, at the request of the United States, has instructed Sir Hercules Robinson to extend the same protection to American as to British subjects arrested for the recent attack on Johannesburg.

This is regarded as evidence of better relations between the two countries.

THE TRANSVAAL INCIDENT.

Dr. Jameson and Officers are still at Pretoria.

THE BRITISH MEDITERRANEAN SQUADRON.

The British Fleet has left Salomina Bay and sailed for Malta.

LOCAL AND GENERAL.

A MEETING of the Sanitary Board will be held to-morrow at 4.15 p.m.

A CHINESE "doctor" was to-day fined \$50 for injecting morphine into a coolie's arm.

TELEGRAPHIC communication between Peking and Newchwang, Feng-whang-lan, Kinchow and Port Arthur was re-established on the 6th instant.

A GENERAL meeting of shareholders of the Yokohama Dock Co. will be held in Yokohama to-morrow, when matters connected with the increase of the capital from ¥100,000 to ¥1,500,000 will be discussed.

We would remind intending investors that the Share List of Olivers' Freehold Mines, Limited, will, according to the prospectus issued by the well-known firm of John D. Humphreys & Son and published on the second page of this issue, be closed at the Hongkong and Shanghai Bank to-morrow.

We have received from that persevering and talented local musician, Mr. Nat. Rackwald, a copy of his latest work—a horn dance melodious and full of life. It is a light and popular American "hop" for which it is no doubt specially intended. Messrs W. Robinson & Co. are the agents for the sale of "Tore Verte."

THE North China Daily News credits the *Ostasiatische Lloyd* with the following:—We learn that the negotiations on account of the pillaging of the German Mission station at Molin (near Swatow) have been brought to a satisfactory conclusion. The ringleader, Sung A-lung, was decapitated on the 28th ult. at Shao-hao-fu, in the presence of the German Vice-Consul at Swatow, Mr. Streich, and the head of the criminal has since been exhibited in a cage in the market-place at Molin.

FIRE broke out in the lower story of No. 30 Winglok Street, at 3.30 a.m. this morning. Some difficulty was experienced in getting water. No. 30 Winglok Street was completely gutted, and No. 111 Praya Central, immediately behind it, was badly damaged, the contents of the two adjoining houses, Nos. 110 and 112, being slightly damaged by water. The house in which the fire originated was a place goods shop, and was insured for \$8,000 with Messrs. Schollhaus & Co., and for \$4,000 with Messrs. Sauder & Co. No. 111 Praya Central was insured for \$4,000 in the Canton Insurance Office.

It is, says the *Mercury*, officially reported by a Shanghai native paper that the former Chinese Minister to Russia and the present Financial Commissioner of Hubei, Wang Chai-chuan, has lately received telegraphic instructions from the Throne to present himself at Peking for a new appointment, which will probably be the post of Chinese Minister to Russia. It is said by the native paper that although this post of Chinese Minister to Russia is held by Hsu, the Chinese Minister to Germany, the Chinese Government are desirous of appointing a special Minister to Russia, and Wang has been selected to fill the vacancy. Wang Chai-chuan! Surely we've heard that name before!

THE Allhabid *Flower*, jeans from England and the Ordnance authorities in that country have now definitely decided to abandon the Melford system of rifling, for which five years ago they paid the inventor a very large sum, £10,000 if we remember right. The magazine rifle and the Martini '303 carbine, all '303 arms in the service with the new form of rifling in fact, will consequently be officially known for the future as the Lee-Enfield, Martini-Enfield, etc. The new rifle is the outcome of a large series of experiments at the Royal Small Arms Factory, Enfield Lock, the establishment over which Mr. John Rigby, the eminent gun-maker of St. James' Street, presides. It is said to be very much superior in every way to the Melford rifle, especially in regard to its wearing capacity. It is a pity that the discovery was not made before, instead of after, the complete re-armament of all the British forces of the Empire, especially as some years of experiment preceded the actual adoption of the Lee-Enfield weapon.

Mr. Thomas Hanbury, formerly of Shanghai, in recognition of his many benefactions and other services to Italy, has been created a Marquis by King Humbert.

MR. A. N. PATRICK, senior officer in the Steamboat Company's service, is in temporary command of the *Hungshan* during the absence of Capt. Clarke, who has, we hear, been detached for special duty on the West River.

THE report of the General Managers of the Tramway Company for the past year sets forth that at the general meeting of shareholders to be held on the 23rd the General Managers and Committee will propose that a dividend of \$6 per share be paid; that \$2,000 be written off the value of rolling-stock, and that \$1,371.57 be carried forward to new account.

THE net profits of the Hongkong Land Investment and Agency Company for the year ending 31st ultimo, including \$34,447.02 brought forward, and after paying all charges, amount to \$25,767.52. From this amount an interim dividend of \$3 per share has already been paid and it will be proposed at the meeting of shareholders on the 23rd instant to pay a final dividend of \$1 per share, making a total dividend of 8 per cent. per annum on the paid-up capital.

WE hear that Captain Clarke of the Steamboat Co.'s steamer *Hungshan*, Mr. Hewitt of the Green Island Cement Company, and Mr. Dowler, of the firm of Butterfield and Swire, left Canton yesterday in a house-boat bound for Wuchow, on the West River. Captain Clarke has, according to rumour, been attached to the party as nautical expert, and will, it is said, make a running survey of this great waterway. We understand the gentlemen above named have had to use a house-boat for their trip owing to the Chinese authorities having refused to grant permission for a launch to ascend the West River.

LAST night Mr. J. B. Grimes and Messrs. Linstead and Davis' comrades, captured a coolie in the basement of No. 27 Hollywood Road, where a number of coolies had been gambling. The coolie was handed over to a Sikh Sergeant of Police and duly charged at the Police Court this morning with being on the premises in question for an unlawful purpose. The evidence of the comrades was led, then the defendant said he walked in because he saw gambling going on there. This excuse seemed to satisfy the Magistrate that nothing had happened in justice a conviction, so Mr. Grimes' evidence was not led and the coolie was allowed to go on his way rejoicing.

MR. FIELDING, brother of the Earl of Donbigh, recently had himself arrested for riding his bicycle without a lamp. Fined three shillings or three days he refused to pay the fine, saying that he wanted to see something of the life in a Scottish prison. He was sent to Aberdeen to "do time."

RECENT negotiations between the Governments of Germany and the United States, brought to light the fact that the United States are represented at several German courts by a dead man. Bancroft, the celebrated American historian, was accredited to several German states as United States Minister in 1857. When the German states formed a Union, the U.S. Government failed to recall its Minister, and Mr. Bancroft continued to remain the American representative in South Germany, the fact of his death having been overlooked.

LEGAL INTELLIGENCE.

SUPREME COURT.

January 15th.

FAREWELL TO SIR FIELDING CLARKE.

As we intimated on Monday last would be the case, Sir Fielding Clarke, Chief Justice, made his last appearance on the bench, making the occasion a leaving for his new appointment in Jamaica, and advantage was taken of the occasion by the legal profession to bid his Lordship farewell. There were present Hon. W. M. Goodman, (Attorney-General), A. B. Johnson (Crown Solicitor), Hon. Dr. Ho K'ai, and Messrs. J. J. Francis, Q.C., H. E. Pollock, C. A. Dick Melbourne, H. L. Dennis, V. H. Denison, E. J. Grist, C. D. Wilkinson, J. F. Rees, E. C. Ellis, G. D. Matthews, H. J. Gedge, M. J. D. Stephens, H. J. Holmes, and Mr. Looker, as well as the Hon. J. H. Stewart Lockhart, (Colonial Secretary), Dr. J. A. Lawson, Mr. T. P. Hough and all the officers of the Court. Upon the Chief Justice taking the bench all present arose and bowed, and

Hon. W. M. Goodman, Attorney-General, said:—May it please your Lordship, as this is probably the last occasion upon which your Lordship will occupy the bench, may I take the opportunity of offering to your Lordship an expression on my own behalf, and on behalf of the members of the Bar and of the profession generally, of our extreme regret at your departure, and of our satisfaction during your presence in this colony and our sincere regard for the masterly, orderly and independent manner in which you have ever discharged the important duties of your high office. When, a few years ago, Sir James Russell, one of your predecessors, left the bench it was on account of illness from which he had suffered long and which has since caused his death. We are all happy to feel that the circumstances under which you leave are very different.—You are going on promotion to another colony, where we all hope you will have a wider scope of usefulness. May you there find many friends. Let me be permitted to say that they will not have a more sincere regard for you than we have here. It remains only to say on behalf of the members of the Bar and of the profession generally, that we all wish you every success in your new position, and that we all wish you every success in your new position, and that we all wish you every success in your new position.

The Chief Justice.—Mr. Attorney General, Gentlemen of the Bar and gentlemen solicitors, the officers of the Court and many kind friends I see around me who have done me the honour to meet here today to wish me farewell. I thank you heartily for your kindness, and I take this opportunity to acknowledge, as I do, the great kindness and consideration that has always been extended to me by the members of the Bar and legal profession during the seven years I have had the honour to serve here. I may tell you that I leave this colony with many regrets. I have always been most kindly received since my first arrival here. I shall have with me in my new position many pleasant recollections of the good times I have spent here. I am very glad to tell you this on the last occasion of my sitting here. I am very glad to see before me my very old friend Mr. Francis, who appears for the first time after a very serious illness and whom I hope will have

a rapid and full recovery.—Believe me I take leave of you with a heavy heart, and I assure you I will long remember your kindness and courtesy. I wish you all success.

Mr. Francis.—May I thank your Lordship very heartily for your kindly reference to me. Will you also permit me to tender on behalf of the practicing members of the legal profession our most hearty thanks for your Lordship's patience, courtesy and kindly consideration for us, in Chambers and in Court, and with you farewell.

The Chief Justice.—Again I thank you all. The case fixed for hearing to-day was then called and the members of the Bar dispersed.

ORIGINAL JURISDICTION.

THE NATIONAL BANK OF CHINA, LTD., v. CHAN KING TING.

Mr. H. E. Pollock (instructed by Mr. E. C. Ellis, of Mr. V. H. Deacon's office) appeared for the plaintiff, the defendant being unrepresented. This was an application for a writ of execution against property held by the defendant under the will of his grandmother, to satisfy the judgment obtained on the 9th inst.

Evidence was led to establish the identity of the defendant with one Chan Sing-yung, named in the will as the person to whom the property was left, and this was done by the production of title deeds of the property placed by Chan King-ting as security for a mortgage, and the mortgage agreement whereby that he knew the defendant by both names. This being satisfactorily proved, execution was issued, subject to the rights of the mortgagees.

JAPAN NOTES.

YOKOHAMA, January 3rd.

THE INCREASE OF THE NAVY.

According to the Budget, a sum of 94,979,685 yen is to be spent during the seven years beginning with April of the present year, for purposes of naval extension, independently of ships already in construction. The amount is to be voted as a continuing fund spread over that length of time. The sum asked for the coming fiscal year in this department is 22,251,294 yen, of which 12,749,467 yen is to be expended for the construction of new ships, 7,771,529 yen for the manufacture of arms, and 1,750,297 yen for building. The manufacture of arms is to be completed in the 34th fiscal year, namely, 1901, and it demands altogether an outlay of 33,751,152 yen. The building under taking—by the present budget—amounts to 14,073,046 yen in all. As to the construction of war-vessels, it is to be completed in 1902, the whole cost being 47,154,576 yen. As in the case of the Army, so in the case of the Navy, it is not yet possible to make any definite statement with regard to the exact degree of increase contemplated by the Government. Some persons state that the object of the present programme is to raise the total displacement of the Navy to 200,000 tons during the period mentioned above.

THE INCREASE OF THE ARMY.

From the Budget for the 20th fiscal year of 1900, a revised of which has already been published, it is impossible to ascertain the limits to which the Army is to be increased. When the Budget comes before the Budget Committee, the members of the latter will no doubt be placed in possession of full particulars about the contemplated augmentation and the public may then obtain information. For the present, we must be contented with vague suppositions based upon the financial aspects of the matter. Of the amount demanded for the Army in the Budget for the coming year (yen 19,000,000), the item constituting the largest part is the present estimate, aggregating 12,558,000 yen. Of the remainder, 13,927 yen are required on account of the newly created headquarters of the coast defence garrisons of the Kikuta Channel, the headquarters of the Commander-in-Chief of the Districts of Tokyo, and so forth, and the final residue, 2,416,820 yen, is to be spent on increasing the troops and extending the scope of the various offices and colleges under the War Department. According to the present scheme, the numerical increase of the military forces is to be completed by 1905, when the total expenditure on account of the Army will be 25,095,300 yen, or a little over twice the present outlay. From this circumstance we may infer that the strength of the Army will be about doubled in the next ten years.

THE IRON FOUNDRY BILL.

According to the Iron Foundry Bill, an appropriation of 4,037,793 yen is to be voted as a continuing fund, spread over four years, beginning with the coming fiscal year. The scope of the works is to be sufficient to turn out 60,000 tons of steel of various kinds per annum. It is estimated that the total cost of the works (350,000 tons) required in the country each year. The staff employed at the works is to be composed of a Director, a Chief Engineer, two Secretaries, eight Engineers, thirty clerks, forty Assistant Engineers, and two foreign experts. A sum of 25,000 yen is asked for the first year on account of the travelling expenses and salaries of the foreign experts.—*Japan Mail*.

THE EXPERIENCES OF THE "ROSARY"

The following interesting particulars of the experiences of the long missing British steamer *Rosary* are taken from the *Japan Advertiser* of the 6th instant:—

The British steamship *Rosary*, which was given up as lost at one time, last month, arrived at Yokohama last Sunday morning, and Capt. Bond, her commander, has since described the perilous voyage of the vessel, and the weather that she met on the night of Nov. 25th. She left Shogoma on Nov. 21st at 5 a.m., and on the following night at 12.30 a.m., in fine weather, her propeller was lost—dropped off—bent and all, though the pin holding it remained on the shaft. It was evident that through some unknown cause the boss, or hub, was fractured and the entire propeller fell off. The wind then came up strong, and N.W. and S.W. gales prevailed until December 1st, when the weather became fine again, and Captain Bond tipped up his ship by filling the forehold with water and then endeavoured to replace the lost propeller with a spare one he carried. The rolling of the ship, however, prevented this.

The fore and aft sails had meanwhile been blown away and the vessel was lying most of the time in the trough of the sea, as steamships are prone to do when disabled. On Dec. 4th the wind veered to east, and the Captain made a forecast out of No. 2 awning and a fore topgal out of the forecast awning. He then reduced the boom of No. 3 derrick to the dimensions of a main yard and bent on the poop awning as a mainsail, with No. 2 tarpaulin for a main topsail. Under this improvised canvas the *Rosary* made 44 knots the first day and 21 knots in 28 hours the next, getting into Shogoma on December 6th after covering a distance of 205 miles in 2 days 18 hours under as high a pressure as a rig as ever graced a British vessel in these Eastern seas. It is all this time the engineers, Messrs. Davies, Johnson and Chedley, did splendid work, and showed themselves just as good seamen as they were smart artificers below deck.

The death of Mr. Wm. Wiseman, the first officer, was a sad fatality, but it occurred while the vessel was at anchor at Shogoma. He went ashore in a N.Y.K. lighter with the 8 Japanese that made up his crew and the craft capsized, all on board being lost and none of the bodies recovered. Mr. Wiseman was only 28 years old, held a master's certificate and belonged to Woburn, Bedfordshire, where his mother and sisters now reside. The Chinese crew ran out of food when the vessel was two days out, and shared half rations with the officers the rest of the trip. At Shogoma Capt. Bond again tilted his ship by filling the forehold with water, and put on the new propeller, with which he steamed down with a cargo of coal to Yokohama. He has since sold the vessel to Japanese.

RUSSIAN BON MOTS.

The Russian papers have lately been 'pegging away' at the English and everything English and indulging in threatening language which has not been justified either by circumstances or facts. The semi-official organ, the *Moscow Vedomosti*, gives utterance to some exquisite *bon mots* thusly:—

"We do not know whether such a treaty has been concluded, although we hope it has, but we may quiet the English press, while at the same time disabusing it of the notion that Germany and France would be displeased with the alleged secret treaty."

The English have really nothing to fear. If the treaty has been concluded, it is not at all directed against England. The building of a Russian railway in Manchuria does not in the least threaten English interests, and would simply facilitate our own commerce with China. The opening of Port Arthur to our war-vessels would of course give us a great advantage, but we fall to see how English-Chinese commerce can possibly be injured thereby, provided, as we hope, England does not harbour aggressive intentions which might be thwarted by our Pacific fleet. In time of peace, then, we see no danger to England. As for the situation in times of war, Russia would simply be in a position to defend that which is already hers. Surely we have the right to provide for our safety. Then why these exclamations of astonishment at our efforts in that direction?

"As regards the anticipated protest of Germany and France against the treaty, no such protest, we venture to assert, will be forthcoming. France is too closely related to us diplomatically to obstruct us in a matter of which she was doubtless fully informed at the proper time, especially since her own interests are attacked by the unjustifiable occupation of Egypt by the English. Germany has an opportunity similar to ours to improve her position in the Pacific Ocean, and is concerned rather with the question of putting an end to British supremacy in the Far East. Neither country will interfere to deprive Russia of the benefits the alleged treaty would confer."

"Of course England, protected by a narrow strait, may protest, although from wish to action it is a long way. But we have no occasion to trouble ourselves about her protest. It is not enough to object; it is necessary to support one's objection, which England, in her present isolated condition, is wholly incapable of doing. It would be rather dangerous for her to take any practical step, and if such a senseless course were decided upon, she would be the first to repent, as all the disadvantages of the inevitable complications would fall chiefly on her."

The *Novosti*, the leading Liberal organ in St. Petersburg, adopts a more moderate tone. Being a great admirer of English institutions, it recommends instead of bragging and threatening. It says:—

"The English press has been presenting a spectacle to the world which is totally unworthy of it as the organ of public opinion in the most enlightened country. 'We are threatened with war; indeed war has been declared as inevitable. Why? Simply because Russia together with France and Germany has been protecting in the Far East its interests against the encroachments of Japan on our part to improve our marine commercial conditions is instantly construed as a *caveat belli*. Where, pray, is the justice of it, where the common sense? A serious quarrel with England is not to be thought of, of course, in Russian diplomacy. Such an event would be a great misfortune, and must be averted. But there are limits to the most yielding and patient attitude, and English politicians and journalists should bear this in mind. 'If England considers herself a great civilized power, she must prove it by her acts. Her present foreign policy is the reverse of civilized.' Long live the Tsar of All the Russias!"

A HONGKONG HANDICAP ON BRITISH SHIPPING.

The following is the letter of the China Association (Shanghai Branch) which we were obliged to hold over last night:—

CHINA ASSOCIATION, Shanghai Branch, 13th Dec., 1895.

SIR,—Messrs. Butterfield & Swire, managing agents of the China Navigation Company, have called the attention of the Local Committee of the China Association to an Ordinance drafted by the Government of the Colony of Victoria, Hongkong, intended to impose regulations upon the carriage of passengers between the ports in China now open to foreign shipping; and the matter having been deliberated upon by the Local Committee, I now have the honour to address you upon the subject.

The Local Committee, on receipt of Messrs. Butterfield & Swire's letter, was at first disposed to accept as correct the assertion that the Colonial Government could establish regulations applicable to British vessels beyond the port of Hongkong; and they took the precaution to ask Her Majesty's Acting Consul-General for information in regard to the power and authority possessed by the Colonial Government in a matter of such vast importance to British shipowners. Mr. Jamieson immediately replied that under the Act of Parliament 18 and to Victoria cap. 209, commonly known as the *Chinese Passengers Act, 1855*, the Hongkong Legislature has power to make regulations respecting Chinese passengers ships and the treatment of passengers therein while at sea. In the Act a 'Chinese passenger ship' is defined as including every ship carrying from any port in Hongkong and every British ship carrying from any port in China or within 100 miles of the coast thereof more than twenty passengers being natives of Asia. This communication from the Acting Consul-General removed the doubt entertained, and supported the assertion of Messrs. Butterfield & Swire that regulations have been drafted on the lines of the existing Hongkong Ordinances, and that it is intended to enforce them as soon as they have received the approval of the Home Government; and the Local Committee had to consider what course they should take under the circumstances before them. Other information in possession of the Local Committee was to the effect that there was a draft Ordinance before the Hongkong Legislature, or rather it is proposed to bring in a draft by one of the provisions is that it will not be put in force unless the assent of all other powers, including China

and Japan, is obtained to similar regulations for their ships.

The Local Committee are sensible on these facts, that no definite action has yet been taken by the Hongkong Government; but they are of opinion they are warranted in immediately adopting measures to place on record the many and grave objections to the local colonial legislation of a character which will impose regulations affecting shipping enforceable only upon British shipowners, who will therefore be placed at a serious disadvantage with respect to competing vessels of other nations. The Local Committee consider it their duty to place their views before you for the purpose of securing your support in representing to the Colonial Government the unfairness and prejudicial character of legislation which is not necessary; which has not been suggested by complaints of passengers; and against which it is believed that every British Consul, conversant with the coast passenger trade as now carried on, has expressed a decided opinion. The views of the Local Committee are in conformity with those of the Agents of the China Navigation Company, which are shared in their entirety, and the Local Committee are authorized to inform you by Messrs. Jardine, Matheson & Co., Agents of the Indo-China Steam Navigation Company, and are to the effect that if these regulations be enacted it will be quite certain they will be honestly and strictly enforced by British officials and conforming to by British shipowners; while prolonged experience has shown that, as in the past, so in future, such regulations will be enforced and observed by the officials and shipowners of other nationalities. The inevitable result of this will be to exclude British shipping from the passenger trade between Chinese ports. 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